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Williams et al.

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(54) **SIX-STROKE ENGINE SYSTEM WITH BLOWDOWN TURBOCHARGER**

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F02B 37/00	(2006.01)
F02B 37/013	(2006.01)
F02D 41/00	(2006.01)
F02M 25/07	(2006.01)
F02M 23/00	(2006.01)

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CPC ***F02B 75/021*** (2013.01); ***F02B 41/04*** (2013.01); *F02M 25/0711* (2013.01); *F02M 25/0727* (2013.01); *F02M 25/0744* (2013.01); *F02M 25/0748* (2013.01); ***F02D 13/0215*** (2013.01); ***F02D 13/0273*** (2013.01); ***F02D 13/0276*** (2013.01); *F02M 2023/008* (2013.01); ***F02B 37/001*** (2013.01); ***F02B 37/013*** (2013.01); ***F02D 41/0007*** (2013.01); *Y02T 10/18* (2013.01); *Y02T 10/144* (2013.01)

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USPC 123/64, 316, 90.16, 305, 302, 568.11, 123/568.13; 60/605.1, 605.2

See application file for complete search history.

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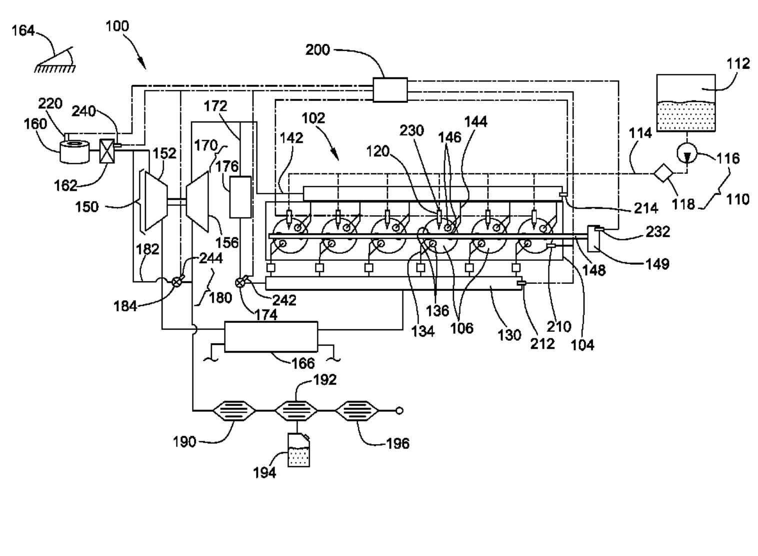
(57) **ABSTRACT**

A six-stroke engine system including an engine with a combustion chamber including an exhaust valve that expels exhaust gasses, a blowdown exhaust valve that expel blowdown exhaust gasses during recompression, and an intake valve and a blowdown compressor intake valve that introduce air. An exhaust line directs exhaust gasses to drive a turbine, which drives a compressor. An intake line receives compressed air from the compressor and directs it into the combustion chamber through the intake valve. A blowdown exhaust line, separate from the exhaust line, directs blowdown exhaust gasses from the blowdown exhaust valve to drive the blowdown turbine, which drives a blowdown compressor. A blowdown compressor line directs compressed air from the intake line into the blowdown compressor, and directs super-compressed air from the blowdown compressor through the blowdown compressor intake valve during recompression.

20 Claims, 7 Drawing Sheets



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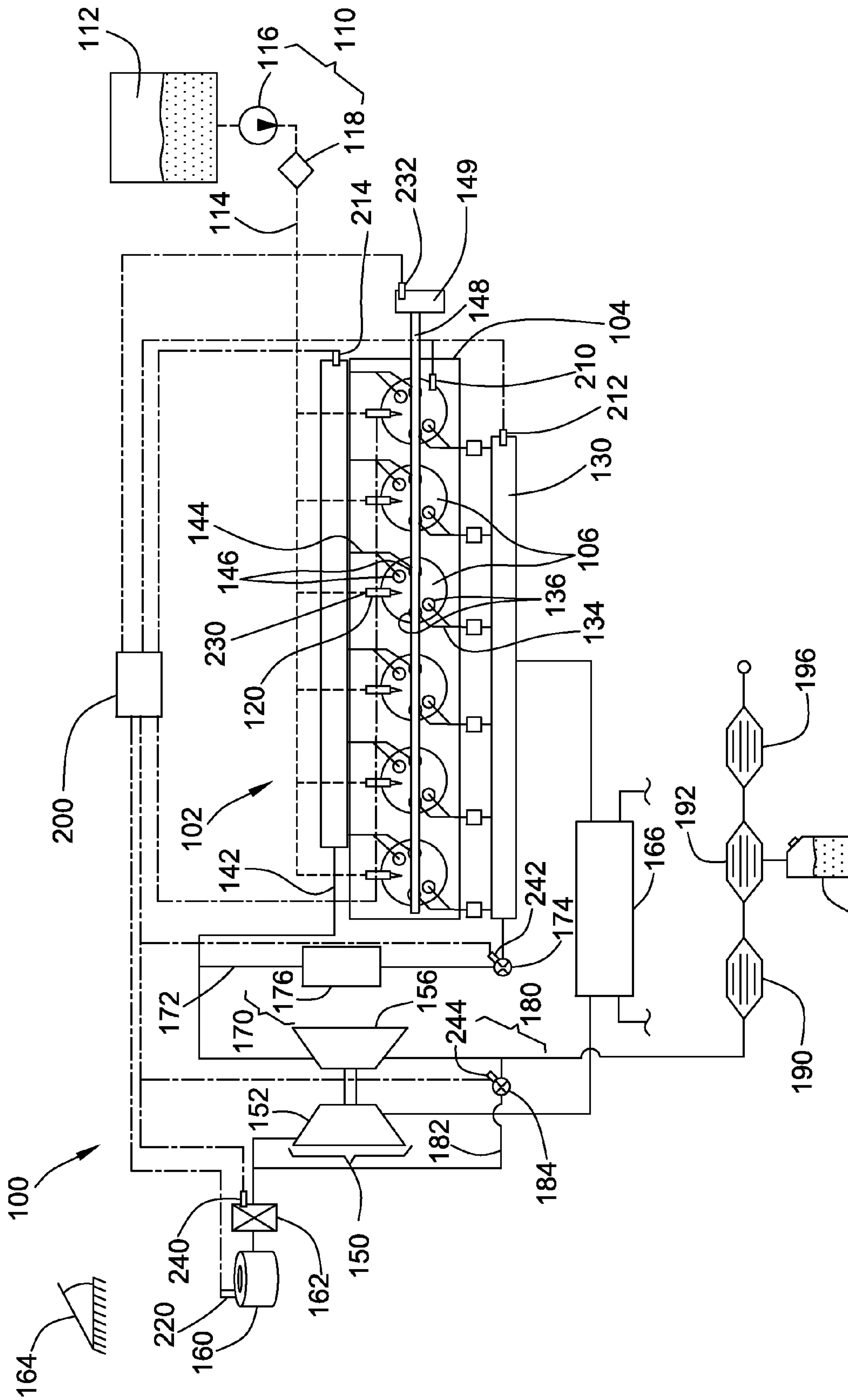

FIG. 1

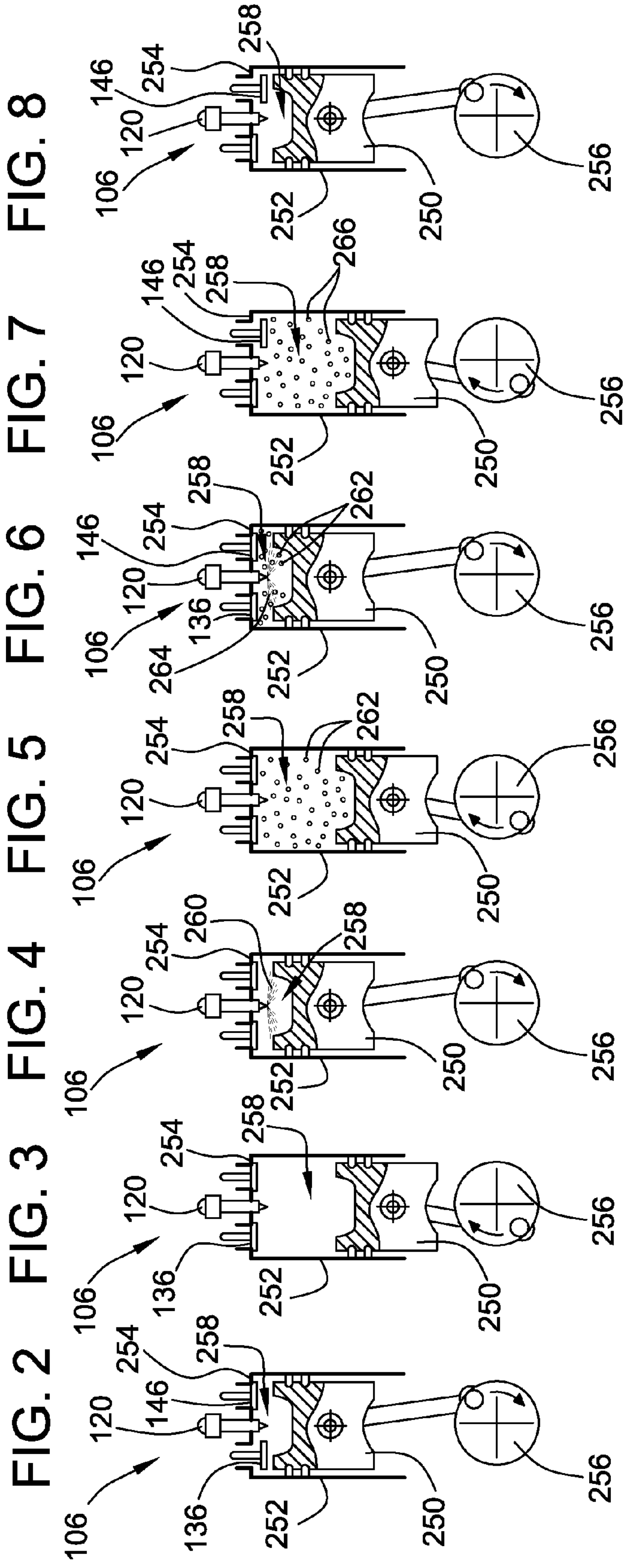

FIG. 8

FIG. 7

FIG. 6

FIG. 5

FIG. 4

FIG. 3

FIG. 2

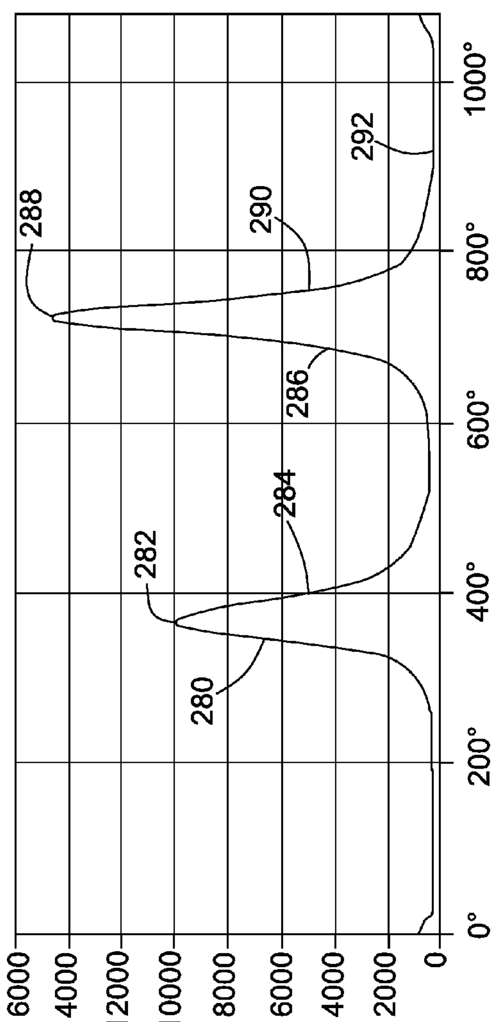
16000
14000
12000
10000
8000
6000
4000
2000
0
0°
200°
400°
600°
800°
1000°
280
282
284
286
288
290
292

FIG. 10

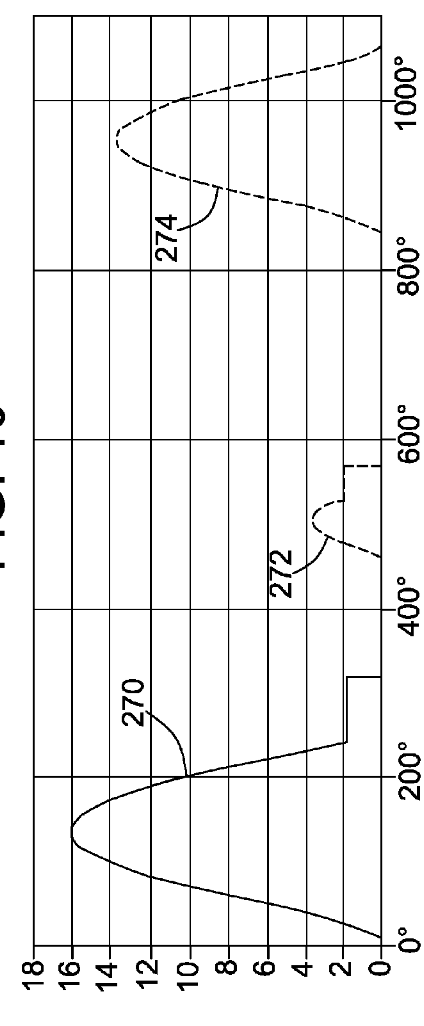
18
16
14
12
10
8
6
4
2
0
0°
200°
400°
600°
800°
1000°
270
272
274

FIG. 9

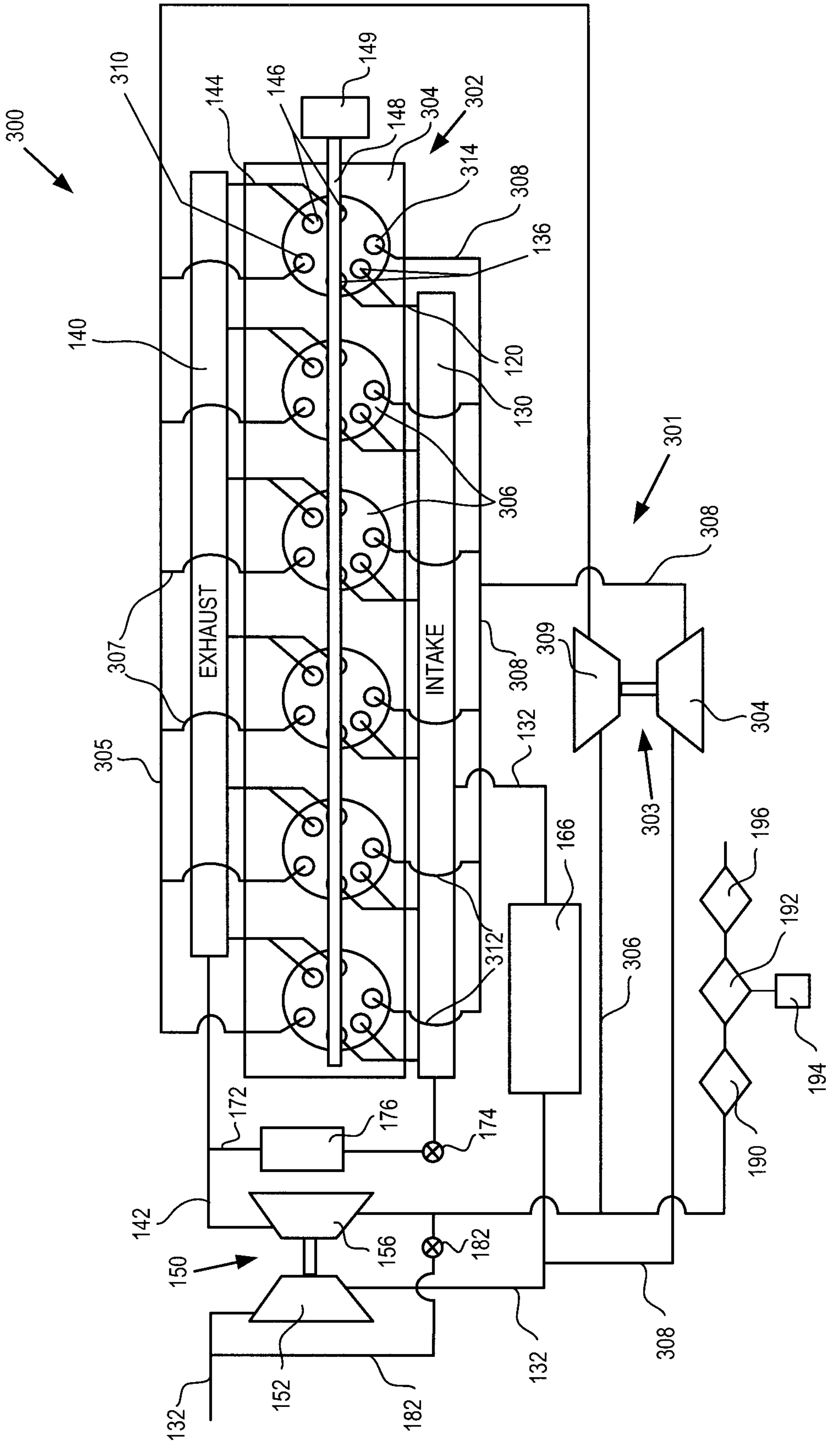
300
310
144
146
149
148
304
302
314
308
136
140
120
130
301
306
308
EXHAUST
INTAKE
307
309
308
304
305
132
303
196
166
192
312
306
194
172
176
174
190
142
156
182
150
132
308
152
182
132

FIG. 11

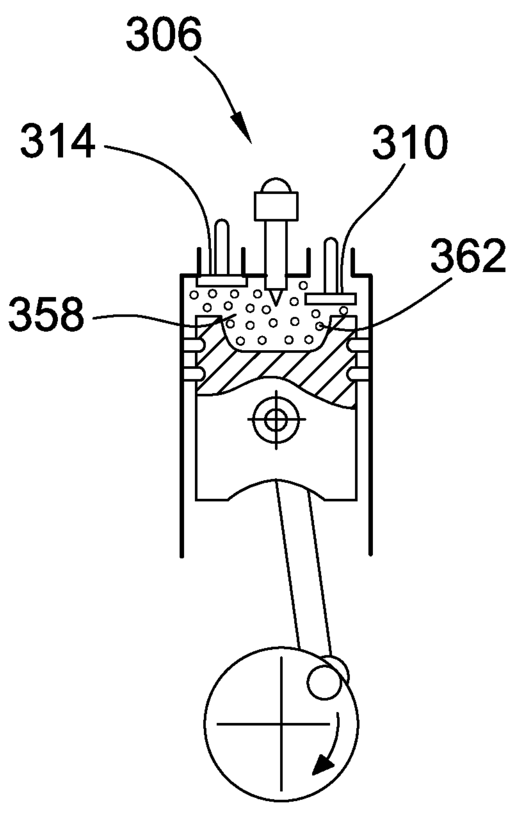

FIG. 12

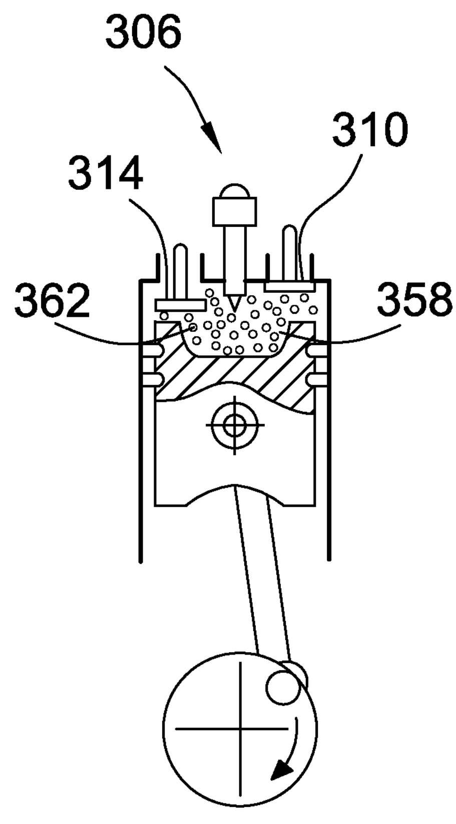

FIG. 13

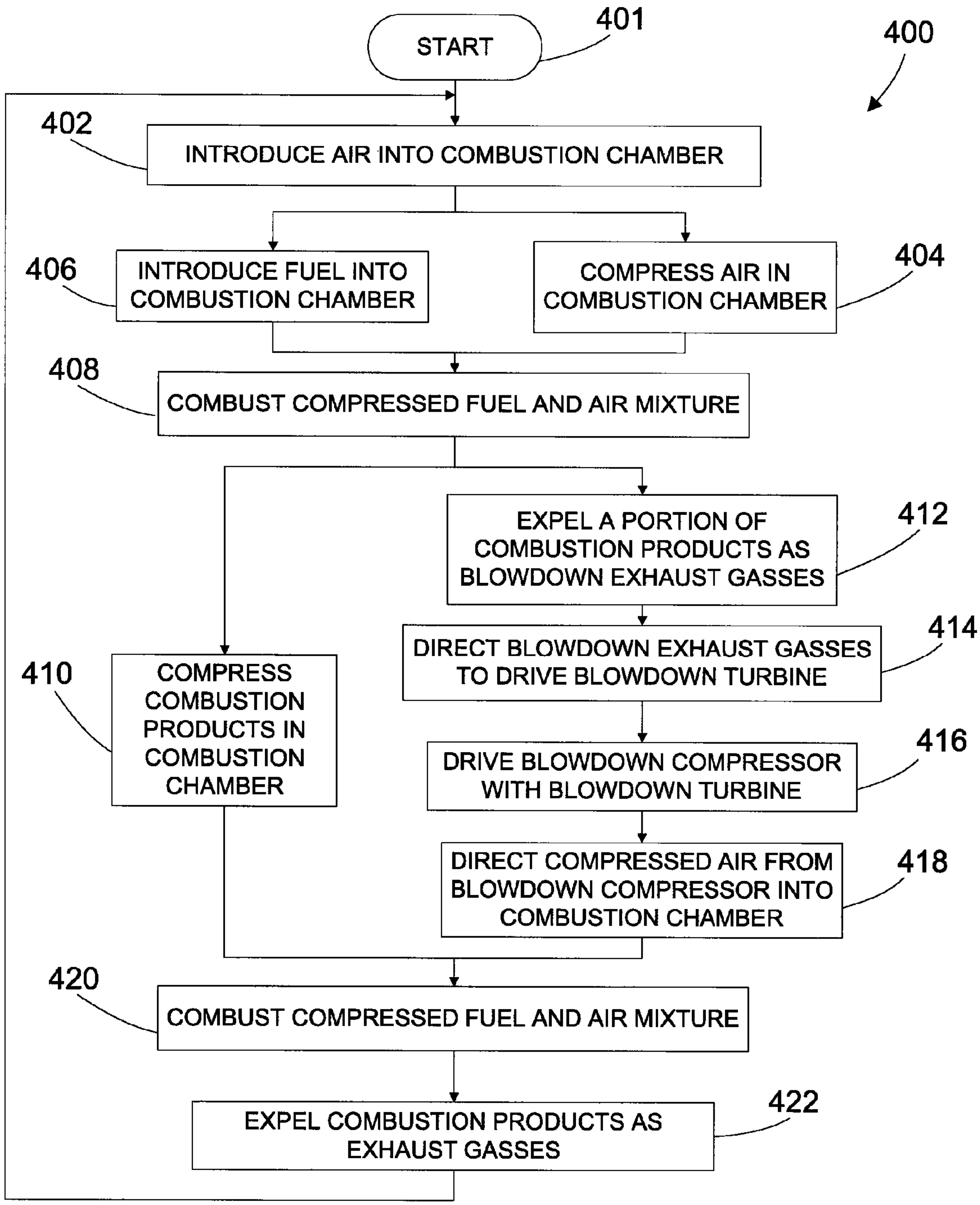
START
401
400
402
INTRODUCE AIR INTO COMBUSTION CHAMBER
406
INTRODUCE FUEL INTO COMBUSTION CHAMBER
COMPRESS AIR IN COMBUSTION CHAMBER
404
408
COMBUST COMPRESSED FUEL AND AIR MIXTURE
EXPEL A PORTION OF COMBUSTION PRODUCTS AS BLOWDOWN EXHAUST GASSES
412
DIRECT BLOWDOWN EXHAUST GASSES TO DRIVE BLOWDOWN TURBINE
414
410
COMPRESS COMBUSTION PRODUCTS IN COMBUSTION CHAMBER
DRIVE BLOWDOWN COMPRESSOR WITH BLOWDOWN TURBINE
416
DIRECT COMPRESSED AIR FROM BLOWDOWN COMPRESSOR INTO COMBUSTION CHAMBER
418
420
COMBUST COMPRESSED FUEL AND AIR MIXTURE
EXPEL COMBUSTION PRODUCTS AS EXHAUST GASSES
422

FIG. 14

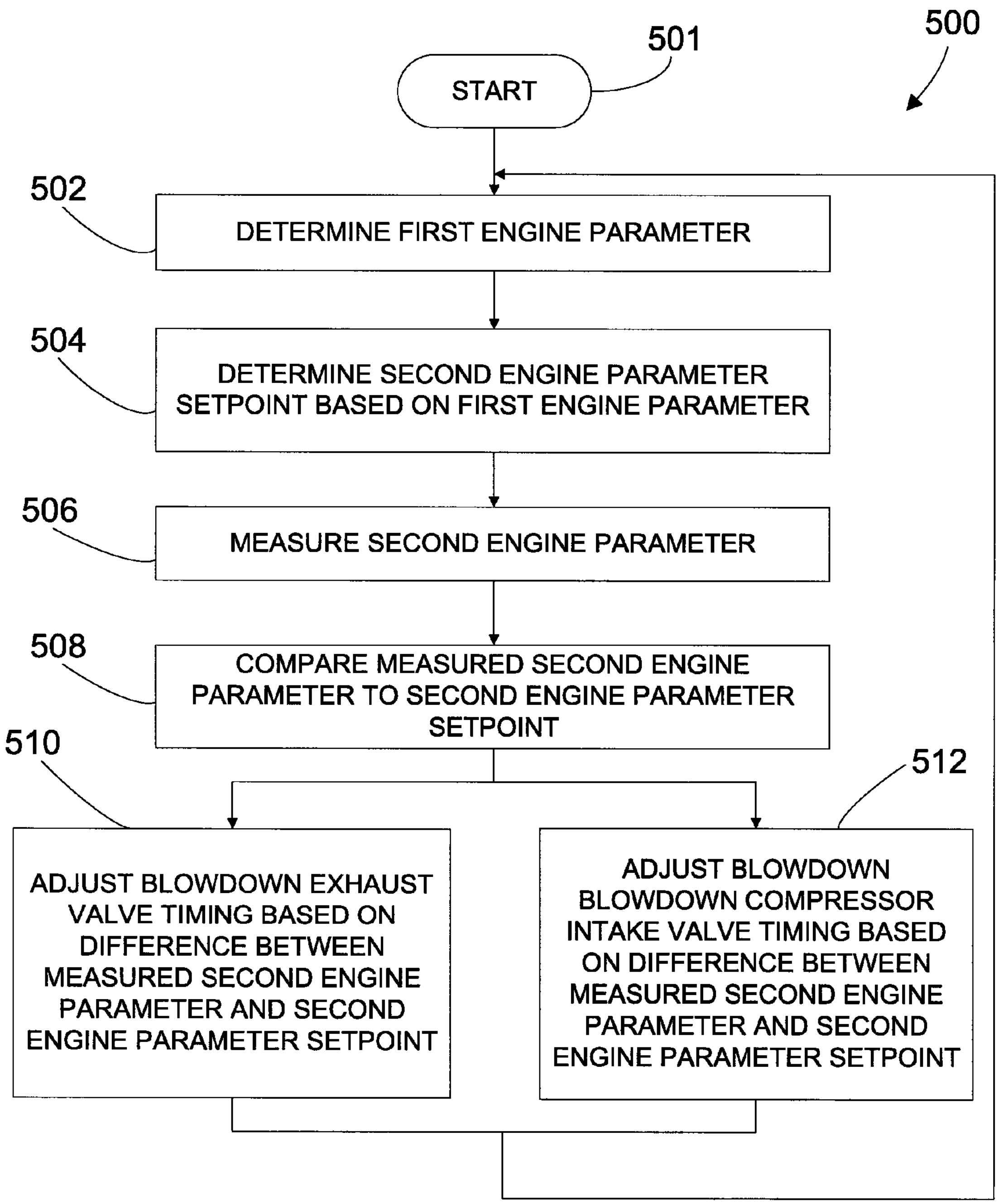
500
501
START
502
DETERMINE FIRST ENGINE PARAMETER
504
DETERMINE SECOND ENGINE PARAMETER SETPOINT BASED ON FIRST ENGINE PARAMETER
506
MEASURE SECOND ENGINE PARAMETER
508
COMPARE MEASURED SECOND ENGINE PARAMETER TO SECOND ENGINE PARAMETER SETPOINT
510
ADJUST BLOWDOWN EXHAUST VALVE TIMING BASED ON DIFFERENCE BETWEEN MEASURED SECOND ENGINE PARAMETER AND SECOND ENGINE PARAMETER SETPOINT
512
ADJUST BLOWDOWN BLOWDOWN COMPRESSOR INTAKE VALVE TIMING BASED ON DIFFERENCE BETWEEN MEASURED SECOND ENGINE PARAMETER AND SECOND ENGINE PARAMETER SETPOINT

FIG. 15

SIX-STROKE ENGINE SYSTEM WITH BLOWDOWN TURBOCHARGER

TECHNICAL FIELD

This patent disclosure relates generally to internal combustion engines and, more particularly, to internal combustion engines that are configured to operate on a six-stroke internal combustion cycle.

BACKGROUND

Internal combustion engines operating on a six-stroke cycle are generally known in the art. In a six-stroke cycle, a piston reciprocally disposed in a cylinder moves through an intake stroke from a top dead center (TDC) position to a bottom dead center (BDC) position to admit air or an air mixture that includes fuel and/or recirculated exhaust gas into the cylinder. During a compression stroke, the piston moves towards the TDC position to compress the air mixture. During this process, an initial or additional fuel charge may be introduced to the cylinder by an injector. Ignition of the compressed mixture increases the pressure in the cylinder and forces the piston towards the BDC position during a first power stroke. In accordance with the six-stroke cycle, the piston performs a second compression stroke in which it recompresses the combustion products remaining in the cylinder after the first combustion or power stroke. During this recompression, any exhaust valves associated with the cylinder remain generally closed to assist cylinder recompression. Optionally, a second fuel charge and/or additional air may be introduced into the cylinder during recompression to assist igniting the residual combustion products and produce a second power stroke. Following the second power stroke, the cylinder undergoes an exhaust stroke when the exhaust valve or valves open to permit the substantial evacuation of combustion products from the cylinder. One example of an internal combustion engine configured to operate on a six-stroke engine can be found in U.S. Pat. No. 7,418,928. This disclosure relates to a method of operating an engine that includes compressing part of the combustion gas after a first combustion stroke of the piston as well as an additional combustion stroke during a six-stroke cycle of the engine.

Some possible advantages of the six-stroke cycle over the more common four-stroke cycle can include reduced emissions and improved fuel efficiency. For example, the second combustion event and second power stroke can provide for a more complete combustion of soot and/or fuel that may remain in the cylinder after the first combustion event. Although the six-stroke method provides some advantages, its implementation with other technologies and its compatibility with other technologies has not yet been entirely understood.

SUMMARY

In one aspect, the disclosure describes an internal combustion engine system operating on a six-stroke cycle including an engine. The engine includes a combustion chamber having a piston reciprocally disposed in a cylinder to move between a top dead center position and a bottom dead center position. The combustion chamber further includes an exhaust valve adapted to open and close to selectively expel exhaust gasses from the combustion chamber during an exhaust stroke, and a blowdown exhaust valve adapted to open and close to selectively expel blowdown exhaust gasses from the combustion chamber during a recompression stroke. The combustion chamber also includes an intake valve adapted to open and close to selectively introduce air into the combustion chamber during an intake stroke, and a blowdown compressor intake valve adapted to selectively open and close to introduce air into the combustion chamber. The engine system also includes an exhaust line that communicates with the engine and a turbine. The exhaust line directs the exhaust gasses expelled from the exhaust valve to drive the turbine. The engine system includes a compressor adapted to be driven by the turbine, and an intake line communicating with the engine and the compressor.

The intake line receives compressed air from the compressor, and directs a portion of the compressed air into the combustion chamber through the intake valve. A blowdown exhaust line communicates with the engine and a blowdown turbine. The blowdown exhaust line directs blowdown exhaust gasses expelled from the blowdown exhaust valve to drive the blowdown turbine. The blowdown exhaust line is separate from the exhaust line connected to an inlet of the turbine. A blowdown compressor is adapted to be driven by the blowdown turbine, and a blowdown compressor line communicates with the engine, the blowdown compressor, and the intake line downstream of the compressor. The blowdown compressor line directs a portion of the compressed air from the intake line into the blowdown compressor, and directs super-compressed air from the blowdown compressor into the engine through the blowdown compressor intake valve. The super-compressed air is introduced through the blowdown compressor intake valve into the combustion chamber during the recompression stroke.

In another aspect, the disclosure describes a method of reducing emissions from an internal combustion engine operating a six-stroke cycle. The method includes opening an intake valve to introduce air into a combustion chamber of the internal combustion engine during an intake stroke, and closing the intake valve to halt the intake of air into the combustion chamber between commencement and completion of the intake stroke. The method also includes compressing the air in the combustion chamber during a first compression stroke, and introducing a first fuel charge into the combustion chamber during the first compression stroke to form a compressed fuel and air mixture. The method also includes combusting the compressed fuel and air mixture in the combustion chamber at the completion of the first compression stroke, thereby expanding the fuel and air mixture during a first power stroke and resulting in intermediate combustion products within the combustion chamber. The method includes compressing at least part of the intermediate combustion products within the combustion chamber during a second compression stroke, and opening a blowdown exhaust valve to expel at least a portion of the intermediate combustion products as blowdown exhaust gasses from the combustion chamber between commencement of the first power stroke and completion of the second compression stroke.

The method includes using the blowdown exhaust gasses to drive a blowdown turbine, and driving a blowdown compressor with the blowdown turbine. The method includes opening a blowdown compressor intake valve to introduce super-compressed air from the blowdown compressor into the combustion chamber during the second compression stroke, and closing the blowdown exhaust valve to halt expulsion of blowdown exhaust gasses from the combustion chamber between commencement of the first power stroke and completion of the second compression stroke. The method includes closing the blowdown compressor intake valve to halt the introduction of super-compressed air into the combustion chamber between commencement of the first power stroke and completion of the second compression stroke. The method includes combusting the compressed fuel and air mixture in the combustion chamber at the completion of the second compression stroke, thereby expanding the fuel and air mixture during a second power stroke and resulting in second combustion products within the combustion chamber. The method includes opening an exhaust valve to expel at least a portion of the second combustion products from the combustion chamber as exhaust gasses. The method includes directing the exhaust gasses to drive a turbine, driving a compressor with the turbine, and directing compressed air from the compressor to the blowdown compressor.

In yet another aspect, the disclosure describes a machine that includes an engine. The engine includes a combustion chamber that includes a piston reciprocally disposed in a cylinder to move between a top dead center position and a bottom dead center position. The combustion chamber further includes an exhaust valve adapted to open and close to selectively expel exhaust gasses from the combustion chamber during an exhaust stroke, and a blowdown exhaust valve adapted to open and close to selectively expel blowdown exhaust gasses from the combustion chamber during a recompression stroke. The combustion chamber includes an intake valve adapted to open and close to selectively introduce air into the combustion chamber during an intake stroke, and a blowdown compressor intake valve adapted to selectively open and close to introduce air into the combustion chamber. The engine also includes an exhaust line communicating with the combustion chamber and a turbine. The exhaust line directs the exhaust gasses expelled from the exhaust valve to drive the turbine, and a compressor is adapted to be driven by the turbine. The engine includes an intake line that communicates with the combustion chamber and the compressor.

The intake line receives compressed air from the compressor, and directs a portion of the compressed air into the combustion chamber through the intake valve. The engine also includes a blowdown exhaust line communicating with the combustion chamber and a blowdown turbine. The blowdown exhaust line directs blowdown exhaust gasses expelled from the blowdown exhaust valve to drive the blowdown turbine. The blowdown exhaust line is separate from the exhaust line connected to an inlet of the turbine. A blowdown compressor is adapted to be driven by the blowdown turbine, and a blowdown compressor line communicates with the combustion chamber, the blowdown compressor, and the intake line downstream of the compressor. The blowdown compressor line directs a portion of the compressed air from the intake line into the blowdown compressor, and directs super-compressed air from the blowdown compressor into the combustion chamber through the blowdown compressor intake valve. The super-compressed air is introduced through the blowdown compressor intake valve into the combustion chamber during the recompression stroke.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. **1** is a block diagram of an engine system having an internal combustion engine adapted for operation in accordance with a six-stroke combustion cycle and associated systems and components for performing the combustion process in accordance with the disclosure.

FIGS. **2-8** are cross-sectional views representing an engine cylinder and a piston movably disposed therein at various points during a six-stroke combustion cycle in accordance with the disclosure.

FIG. **9** is a chart representing the lift of an intake valve and an exhaust valve for an engine cylinder as measured against crankshaft angle for a six-stroke combustion cycle in accordance with the disclosure.

FIG. **10** is a chart illustrating a trace of the internal cylinder pressure as measured against crankshaft angle for a six-stroke combustion cycle in accordance with the disclosure.

FIG. **11** is a block diagram of another embodiment of an engine system having an internal combustion engine in accordance with the disclosure.

FIGS. **12-13** are cross-sectional views representing an engine cylinder and a piston movably disposed therein at various points during a six-stroke combustion cycle in accordance with the disclosure.

FIG. **14** is a flowchart depicting a method of operating an engine system having an internal combustion engine in accordance with the disclosure.

FIG. **15** is a flowchart depicting a method of controlling the operation of an engine system having an internal combustion engine in accordance with the disclosure.

DETAILED DESCRIPTION

This disclosure generally relates to an internal combustion engine and, more particularly, to one adapted to perform a six-stroke cycle for reduced emissions and improved efficiencies. Internal combustion engines burn a hydrocarbon-based fuel or another combustible fuel to convert the potential or chemical energy therein to mechanical power. In one embodiment, the disclosed engine may be a compression ignition engine, such as a diesel engine, in which a mixture of air and fuel is compressed in a cylinder to raise the pressure and temperature of the mixture to a point of at which auto-ignition or spontaneous ignition occurs. Compression ignition engines typically lack sparkplugs, which are typically associated with cylinders of gasoline burning engines. In the present disclosure, the utilization of different fuels such as gasoline and different ignition methods, for example, use of diesel as a pilot fuel to ignite gasoline or natural gas, are contemplated and fall within the scope of the disclosure.

Now referring to FIG. **1**, wherein like reference numbers refer to like elements, there is illustrated a block diagram representing an internal combustion engine system **100**. The engine system **100** includes an internal combustion engine **102** and, in particular, a diesel engine that combusts a mixture of air and diesel fuel. In the present description, it is contemplated that the air provided to the cylinder may be in the form of a mixture of air and exhaust gas. The illustrated internal combustion engine **102** includes an engine block **104** in which a plurality of combustion chambers **106** are disposed. Although six combustion chambers **106** are shown in an inline configuration, in other embodiments fewer or more combustion chambers may be included or another configuration such as a V-configuration may be employed. The engine system **100** can be utilized in any suitable application including mobile applications such as motor vehicles, work machines, locomotives or marine engines, and stationary applications such as electrical power generators.

To supply the fuel that the engine **102** burns during the combustion process, a fuel system **110** is operatively associated with the engine system **100**. The fuel system **110** includes a fuel reservoir **112** that can accommodate a hydrocarbon-based fuel such as liquid diesel fuel. Although only one fuel reservoir is depicted in the illustrated embodiment, it will be appreciated that in other embodiments additional reservoirs may be included that accommodate the same or different types of fuels that may also be burned during the combustion process. Because the fuel reservoir **112** is often situated in a remote location with respect to the engine **102**, a fuel line **114** can be disposed through the engine system **100** to direct the fuel from the fuel reservoir to the engine. To pressurize the fuel and force it through the fuel line **114**, a fuel pump **116** can be disposed in the fuel line. An optional fuel conditioner **118** may also be disposed in the fuel line **114** to filter the fuel or otherwise condition the fuel by, for example, introducing additives to the fuel, heating the fuel, removing water and the like.

To introduce the fuel to the combustion chambers **106**, the fuel line **114** may be in fluid communication with one or more fuel injectors **120** that are associated with the combustion chambers. In the illustrated embodiment, one fuel injector **120** is associated with each combustion chamber but in other embodiments different numbers of injectors might be included. Additionally, while the illustrated embodiment depicts the fuel line **114** terminating at the fuel injectors, the fuel line may establish a fuel loop that continuously circulates fuel through the plurality of injectors and, optionally, delivers unused fuel back to the fuel reservoir **112**. The fuel injectors **120** can be electrically actuated devices that selectively introduce a measured or predetermined quantity of fuel to each combustion chamber **106**. In other embodiments, introduction methods other than fuel injectors, such as a carburetor or the like, can be utilized.

To supply the air that is combusted with the fuel in the combustion chambers **106**, a hollow runner or intake manifold **130** can be formed in or attached to the engine block **104** such that it extends over or proximate to each of the combustion chambers. The intake manifold **130** can communicate with an intake line **132** that directs air to the internal combustion engine **102**. Fluid communication between the intake manifold **130** and the combustion chambers **106** can be established by a plurality of intake runners **134** extending from the intake manifold. One or more intake valves **136** can be associated with each combustion chamber **106** and can open and close to selectively introduce the intake air from the intake manifold **130** to the combustion chamber. While the illustrated embodiment depicts the intake valves at the top of the combustion chamber **106**, in other embodiments the intake valves may be placed at other locations such as through a sidewall of the combustion chamber. To direct the exhaust gasses produced by combustion of the air/fuel mixture out of the combustion chambers **106**, an exhaust manifold **140** communicating with an exhaust line **142** can also be disposed in or proximate to the engine block **104**. The exhaust manifold **140** can communicate with the combustion chambers **106** by exhaust runners **144** extending from the exhaust manifold **140**. The exhaust manifold **140** can receive exhaust gasses by selective opening and closing of one or more exhaust valves **146** associated with each chamber.

To actuate the intake valves **136** and the exhaust valves **146**, the illustrated embodiment depicts an overhead camshaft **148** that is disposed over the engine block **104** and operatively engages the valves, but other valve activation arrangements and structures can be used. As will be familiar to those of skill in the art, the camshaft **148** can include a plurality of eccentric lobes disposed along its length that, as the camshaft rotates, cause the intake and exhaust valves **136**, **146** to displace or move up and down in an alternating manner with respect to the combustion chambers **106**. The placement or configuration of the lobes along the camshaft **148** controls or determines the gas flow through the internal combustion engine **102**. In an embodiment, the camshaft **148** can be configured to selectively control the relative timing and the duration of the valve opening and closing events through a process referred to as variable valve timing. Various arrangements for achieving variable valve timing are known. In one embodiment, contoured lobes formed on the camshaft **148** are manipulated to alter the timing and duration of valve events by moving the camshaft along its axis to expose the valve activators to changing lobe contours. To implement these adjustments in the illustrated embodiment, the camshaft **148** can be associated with a camshaft actuator **149**. As is known in the art, other methods exist for implementing variable valve timing such as additional actuators acting on the individual valve stems and the like.

To assist in directing the intake air to and exhaust gasses from the internal combustion engine **102**, the engine system **100** can include a turbocharger **150**. The turbocharger **150** includes a compressor **152** disposed in the intake line **132** that compresses intake air drawn from the atmosphere and directs the compressed air to the intake manifold **130**. Although a single turbocharger **150** is shown, more than one such device connected in series and/or in parallel with another can be used. To power the compressor **152**, a turbine **156** can be disposed in the exhaust line **142** and can receive pressurized exhaust gasses from the exhaust manifold **140**. The pressurized exhaust gasses directed through the turbine **156** can rotate a turbine wheel having a series of blades thereon, which powers a shaft that causes a compressor wheel to rotate within the compressor housing.

To filter debris from intake air drawn from the atmosphere, an air filter **160** can be disposed upstream of the compressor **152**. In some embodiments, the engine system **100** may be open-throttled wherein the compressor **152** draws air directly from the atmosphere with no intervening controls or adjustability. In such systems, engine speed is primarily controlled by the amount of and timing at which fuel is introduced to the combustion chambers. However, in other embodiments, to assist in controlling or governing the amount of air drawn into the engine system **100**, an adjustable governor or intake throttle **162** can be disposed in the intake line **132** between the air filter **160** and the compressor **152** to provide a means of controlling the air intake of the engine, but other means, such as by use of variable valve timing, can be used for this purpose. Because the intake air may become heated during compression, an intercooler **166** such as an air-to-air heat exchanger can be disposed in the intake line **132** between the compressor **152** and the intake manifold **130** to cool the compressed air.

To reduce emissions and assist adjusted control over the combustion process, the engine system **100** can mix the intake air with a portion of the exhaust gasses drawn from the exhaust system of the engine through a system or process called exhaust gas recirculation (EGR). The EGR system forms an intake air/exhaust gas mixture that is introduced to the combustion chambers. In one aspect, addition of exhaust gasses to the intake air displaces the relative amount of oxygen in the combustion chamber during combustion that results in a lower combustion temperature and reduces the generation of nitrogen oxides. Two exemplary EGR systems are shown associated with the engine system **100** in FIG. **1**, but it should be appreciated that these illustrations are exemplary and that either one, both, or neither can be used on the engine. It is contemplated that selection of an EGR system of a particular type may depend on the particular requirements of each engine application.

In the first embodiment, a high-pressure EGR system **170** operates to direct high-pressure exhaust gasses to the intake manifold **130**. The high-pressure EGR system **170** includes a high-pressure EGR line **172** that communicates with the exhaust line **142** downstream of the exhaust manifold **140** and upstream of the turbine **156** to receive the high-pressure exhaust gasses being expelled from the combustion chambers **106**. The system is thus referred to as a high-pressure EGR system **170** because the exhaust gasses received have yet to depressurize through the turbine **156**. The high-pressure EGR line **172** is also in fluid communication with the intake manifold **130**. To control the amount or quantity of the exhaust gasses combined with the intake air, the high-pressure EGR system **170** can include an adjustable EGR valve **174** disposed along the high-pressure EGR line **172**. Hence, the ratio of exhaust gasses mixed with intake air can be varied during operation by adjustment of the adjustable EGR valve **174**. Because the exhaust gasses may be at a sufficiently high temperature that may affect the combustion process, the high-pressure EGR system can also include an EGR cooler **176** disposed along the high-pressure EGR line **172** to cool the exhaust gasses.

In the second embodiment, a low-pressure EGR system **180** directs low-pressure exhaust gasses to the intake line **132** before it reaches the intake manifold **130**. The low-pressure EGR system **180** includes a low-pressure EGR line **182** that communicates with the exhaust line **142** downstream of the turbine **156** so that it receives low-pressure exhaust gasses that have depressurized through the turbine. The low-pressure exhaust gasses are delivered to the engine intake system upstream of the compressor **152** so they can mix and be compressed with the incoming air. The system is thus referred to as a low-pressure EGR system because it operates using depressurized exhaust gasses. To control the quantity of exhaust gasses re-circulated, the low-pressure EGR line **182** can also include an adjustable EGR valve **184**.

To further reduce emissions generated by the combustion process, the engine system **100** can include one or more after-treatment devices disposed along the exhaust line **142** that treat the exhaust gasses before they are discharged to the atmosphere. One example of an after-treatment device is a diesel particulate filter (DPF) **190** that can trap or capture particulate matter in the exhaust gasses. As the DPF becomes filled with particulate matter, it undergoes a process known as regeneration in which the particulate matter is oxidized. Regeneration may be done either passively or actively. Passive regeneration utilizes heat inherently produced by the engine to burn or incinerate the captured particulate matter. Active regeneration generally requires higher temperature and employs an added heat source such as a burner to heat the DPF. Another after-treatment device that may be included with the engine system is a selective catalytic reduction (SCR) system **192**. In an SCR system **192**, the exhaust gasses are combined with a reductant agent such as ammonia or urea and are directed through a catalyst that chemically converts or reduces the nitrogen oxides in the exhaust gasses to nitrogen and water. To provide the reductant agent, a separate storage tank **194**, which is placed in fluid transfer with the SCR catalyst, may be associated with the SCR system. A diesel oxidation catalyst **196** is a similar after-treatment device that includes metals such as palladium and platinum that can act as catalysts to convert hydrocarbons and carbon monoxide in the exhaust gasses to carbon dioxide. Other types of catalytic converters, three way converters, mufflers and the like can also be included as possible after-treatment devices.

In addition to or instead of the low- and/or high-pressure EGR systems described above, and to control the combustion process within each cylinder **106**, a blowdown turbocharger system **301**, as shown in FIG. **11**, can be used in one embodiment. FIG. **11** illustrates an engine system **300** that includes the blowdown turbocharger system **301** to reduce emissions generated by an internal combustion engine **302** and to provide a means for more effective combustion control. In FIG. **11**, various components and systems shown in FIG. **1** have been omitted for clarity but is should be appreciated that such components and systems can be part of the engine system **300**, as applicable. As shown, a blowdown turbocharger **303** is disposed in parallel fluid circuit connection with respect to the combustion cylinders relative to the main turbocharger system of the engine, in this case, the turbocharger **150**. In this way, two exhaust streams can be provided, each driving a respective turbine. The difference between the two streams, however, is that the blowdown turbocharger **303** is configured to only receive blowdown exhaust gas, which is a term used to refer to the exhaust gas that is removed from the engine cylinders during only the recompression stroke that is performed after the first power stroke and before the second power stroke as previously described. The turbocharger **150** receives exhaust gas expelled from the engine cylinders after completion of the second combustion stroke and, although shown as including a single turbine, may include two or more turbines arranged in series connection, parallel connection, or any other known turbine arrangement.

The illustrated blowdown turbocharger system **301** includes a blowdown turbocharger **303** with a blowdown turbine **309** that drives a blowdown compressor **304**. The blowdown turbocharger system **301** also includes a blowdown exhaust line **305** separate from the exhaust line **142**, and a blowdown compressor line **308**. In embodiments that include a blowdown turbocharger system **301**, fluid communication between the combustion chambers **306** and the blowdown exhaust line **305** can be established by blowdown exhaust runners **307** extending from the blowdown exhaust line **305**. As shown, the blowdown exhaust runners **307** are formed separate from the exhaust runners **144**, which interconnect the combustion chamber **306** with the exhaust manifold **140**.

One or more blowdown exhaust valves **310** can be associated with each combustion chamber **306** and can open and close to selectively expel blowdown exhaust gasses from the combustion chamber to the blowdown exhaust line **305**. The blowdown exhaust line **305** directs the blowdown exhaust gasses through the blowdown turbine **309** and into the exhaust line **142**, where they are mixed with the normal engine exhaust stream. Also in embodiments that include a blowdown turbocharger system **301**, fluid communication between the combustion chamber **306** and the blowdown compressor line **308** can be established by blowdown compressor intake runners **312**, which extend from the blowdown compressor line **308** and which are formed separately from the intake runners **120** that interconnect the combustion chamber **306** with the intake manifold **130**. One or more blowdown compressor intake valves **314** can be associated with each combustion chamber **306** and can open and close to selectively introduce air from the blowdown compressor line **308** into the combustion chamber.

Referring again to FIG. **1**, to coordinate and control the various systems and components associated with the engine system **100**, the system can include an electronic or computerized control unit, module or controller **200**. The controller **200** is adapted to monitor various operating parameters and to responsively regulate various variables and functions affecting engine operation. The controller **200** can include a microprocessor, an application specific integrated circuit ("ASIC"), or other appropriate circuitry and can have memory or other data storage capabilities. The controller can include functions, steps, routines, data tables, data maps, charts and the like saved in and executable from electronic memory means that are readable and writable to control the engine system.

Although in FIG. **1**, the controller **200** is illustrated as a single, discrete unit, in other embodiments, the controller and its functions may be distributed among a plurality of distinct and separate components. To receive operating parameters and send control commands or instructions, the controller can be operatively associated with and can communicate with various sensors and controls on the engine system **100**. Communication between the controller and the sensors can be established by sending and receiving digital or analog signals across electronic communication lines or communication busses. In FIG. **1**, the various communication and command channels are indicated in dashed lines for illustration purposes.

For example, to monitor the pressure and/or temperature in the combustion chambers **106**, the controller **200** may communicate with chamber sensors **210** such as a transducer or the like, one of which may be associated with each combustion chamber **106** in the engine block **104**. The chamber sensors **210** can monitor the combustion chamber conditions directly or indirectly, for example, by measuring the backpressure exerted against the intake or exhaust valves, or other components that directly or indirectly communicate with the combustion cylinder such as glow plugs. During combustion, the chamber sensors **210** and the controller **200** can indirectly measure the pressure in the combustion chamber **106**. The controller can also communicate with an intake manifold sensor **212** disposed in the intake manifold **130** and that can sense or measure the conditions therein. To monitor the conditions such as pressure and/or temperature in the exhaust manifold **140**, the controller **200** can similarly communicate with an exhaust manifold sensor **214** disposed in the exhaust manifold **140**. From the temperature of the exhaust gasses in the exhaust manifold **140**, the controller **200** may be able to infer the temperature at which combustion in the combustion chambers **106** is occurring.

To measure the flow rate, pressure and/or temperature of the air entering the engine, the controller **200** can communicate with an intake air sensor **220**. The intake air sensor **220** may be associated with, as shown, the intake air filter **160** or another intake system component such as the intake manifold. The intake air sensor **220** may also determined or sense the barometric pressure or other environmental conditions in which the engine system is operating.

For controlling the combustion process, the controller **200** can communicate with injector controls **230** that can control the fuel injectors **120** operatively associated with the combustion chambers **106**. The injector controls **230** can selectively activate or deactivate the fuel injectors **120** to determine the timing of introduction and the quantity of fuel introduced by each fuel injector, for example, by further monitoring and control of the injection pressure of fuel provided to the fuel injectors **120**. Regarding control of valve timing, the controller **200** can also communicate with a camshaft control **232** that is operatively associated with the camshaft **148** and/or camshaft actuator **149** to control the variable valve timing, when such a capability is used.

In embodiments having an intake throttle **162**, the controller **200** can communicate with a throttle control **240** associated with the throttle and that can control the amount of air drawn into the engine system **100**. Alternatively, the amount of air used by the engine may be controlled by variably controlling the intake valves in accordance with a Miller cycle, which includes maintaining intake valves open for a period during the compression stroke and/or closing intake valves early during an intake stroke to thus reduce the amount of air compressed in the cylinder during operation. The controller **200** can also be operatively associated with either or both of the high-pressure EGR system **170** and/or the low-pressure EGR system **180**. For example, the controller **200** is communicatively linked to a high-pressure EGR control **242** associated with the adjustable EGR valve **174** disposed in the high-pressure EGR line **182**. Similarly, the controller **220** can also be communicatively linked to a low-pressure EGR control **244** associated with the adjustable EGR valve **184** in the low-pressure EGR line **182**. The controller **220** can thereby adjust the amount of exhaust gasses and the ratio of intake air/exhaust gasses introduced to the combustion process.

The engine system **100** can operate in accordance with a six-stroke combustion cycle in which the reciprocal piston disposed in the combustion chamber makes six or more strokes between the top dead center (TDC) position and bottom dead center (BDC) position during each cycle. A representative series of six strokes and the accompanying operations of the engine components associated with the combustion chamber **106** are illustrated in FIGS. **2**-**8** and the valve lift and related cylinder pressure are charted with respect to crank angle in FIGS. **9** and **10**. Additional strokes, for example, 8-stroke or 10-stroke operation and the like, which would include one or more successive recompressions, are not discussed in detail herein as they would be similar to the recompression and recombustion that is discussed, but are contemplated to be within the scope of the disclosure.

The strokes are performed by a reciprocal piston **250** that is slidably disposed in an elongated cylinder **252** bored into the engine block. One end of the cylinder **252** is closed off by a flame deck surface **254** so that the combustion chamber **106** defines an enclosed space between the piston **250**, the flame deck surface and the inner wall of the cylinder. The reciprocal piston **250** moves between the TDC position where the piston is closest to the flame deck surface **254** and the BDC position where the piston is furthest from the flame deck surface. The motion of the piston **250** with respect to the flame deck surface **254** thereby defines a variable volume **258** that expands and contracts.

Referring to FIG. **2**, the six-stroke cycle starts with an intake stroke during which the piston **250** moves from the TDC position to the BDC position causing the variable volume **258** to expand. During this stroke, the intake valve **136** is opened so that air or an air/fuel mixture may be directed into the combustion chamber **106**, as represented by the exemplary positive bell-shaped intake curve **270** indicating intake valve lift in FIG. **9**. The duration of the intake valve opening and the shape of the intake curve **270** may optionally be adjusted to control the amount of air provided to the cylinder. Referring to FIG. **3**, once the piston **250** reaches the BDC position, the intake valve **136** closes and the piston can perform a first compression stroke moving back toward the TCD position and compressing the variable volume **258** that has been filled with air during the intake stroke. As indicated by the upward slope of the first compression curve **280** in FIG. **10**, this motion increases pressure and relatedly temperature in the combustion chamber. In diesel engines, the compression ratio can be on the order of 15:1 although other compression ratios are common.

As illustrated in FIG. **4**, in those embodiments in which air or a mixture of air with exhaust gas is initially drawn into the combustion chamber **106**, the fuel injector **120** can introduce a first fuel charge **260** into the variable volume **258** to create an air/fuel mixture as the piston **250** approaches the TDC position. The quantity of the first fuel charge **260** can be such that the resulting air/fuel mixture is lean, meaning there is an excess amount of oxygen to the quantity of fuel intended to be combusted. At an instance when the piston **250** is at or close to the TDC position and the pressure and temperature are at or near a first maximum pressure, as indicated by point **282** in FIG. **10**, the air/fuel mixture may ignite. In embodiments where the fuel is less reactive, such as in gasoline burning engines, ignition may be induced by a sparkplug, by ignition of a pilot fuel or the like. During a first power stroke, the combusting air/fuel mixture expands forcing the piston **250** back to the BDC position as indicated in FIGS. **4** to **5**. The piston **250** can be linked or connected to a crankshaft **256** so that its linear motion is converted to rotational motion that can be used to power an application or machine. The expansion of the variable volume **258** during the first power stroke also reduces the pressure in the combustion chamber **106** as indicated by the downward sloping first expansion curve **284** in FIG. **10**. At this stage, the variable volume contains the resulting combustion products **262** that may include unburned fuel, soot, ash and excess oxygen from the intake air.

Referring to FIG. **6**, in the six-stroke cycle, the piston **250** can perform another compression stroke in which it compresses the combustion products **262** in the variable volume **258** by moving back to the TDC position. During the second compression stroke, both the intake valve **136** and exhaust valve **146** are typically closed so that pressure increases in the variable volume as indicate by the second compression curve **286** in FIG. **10**. However, in some embodiments, to prevent too large a pressure spike, the exhaust valve **146** may be briefly opened to discharge some of the contents as blowdown exhaust gasses in a process referred to as blowdown, as indicated by the small blowdown curve **272** in FIG. **9**.

Alternatively, FIG. **12** illustrates an embodiment of a combustion chamber **306** of an engine **302** during the second compression stroke in an engine system **300** featuring a blowdown turbocharger system **301** such as the engine system illustrated in FIG. **11**. As shown in FIG. **12**, the blowdown exhaust valve **310**, rather than the main exhaust valves **146**, may briefly open during the second compression stroke to discharge some of the combustion products **362** out of the variable volume **358** as blowdown exhaust gasses. The blowdown exhaust gasses can be directed into the blowdown exhaust line **305** through the blowdown exhaust runners **307**. The blowdown exhaust line **305** directs the blowdown exhaust gasses through the blowdown turbine **309**, and then into the exhaust line **142** downstream of the turbine **156**. As the blowdown exhaust gasses pass through the blowdown turbine **309**, the gasses can drive the blowdown turbine **309**, which drives the blowdown compressor **304**. The blowdown compressor line **308** can direct air from the intake line **132** into the blowdown compressor **304**. When the blowdown compressor line **308** intersects the intake line **132** downstream of the compressor **156**, as shown in the embodiment illustrated in FIG. **11**, the air directed into the blowdown compressor **304** has already been compressed by the compressor. The blowdown compressor **304** can super-compress the air in the blowdown compressor line **308**, which can then be directed through the blowdown compressor intake runners **312** and into the engine **302**.

As shown in FIG. **13**, the blowdown compressor intake valve **314** can briefly open during the second compression stroke either before, after, or in conjunction with the opening of the blowdown exhaust valve **310** to introduce super-compressed air into the variable volume **358** from the blowdown compressor line **308**. The super-compressed air is pushed into the variable volume **358** if the super-compressed air is at a higher pressure than the combustion products **362** within the variable volume. The specific timing for selectively opening and closing the blowdown exhaust valve **310** and the blowdown compressor intake valve **314** can be achieved with variable valve timing or extended valve actuation, as both techniques are known in the art. Such selective valve activation may be adjusted based on engine operating parameters that are indicative of or serve as a basis for calculating the amount of exhaust gas that will thus be expelled from the cylinders. Exemplary engine parameters that are suitable for such determination can include, but not be limited to, cylinder pressure, exhaust temperature, exhaust gas pressure in the exhaust manifold, blowdown valve timing and duration, and others.

When the piston **250** reaches the TDC position shown in FIG. **6**, the fuel injector **120** can introduce a second fuel charge **264** into the combustion chamber **106** that can intermix with the combustion products **262** from the previous combustion event. Referring to FIG. **10**, at this instance, the pressure in the compressed variable volume **258** will be at a second maximum pressure **288**. The second maximum pressure **288** may be greater than the first maximum pressure **282** or may be otherwise controlled to be about the same or lower than the first pressure.

The quantity of the second fuel charge **264** introduced to the cylinder, in conjunction with oxygen that may remain within the cylinder, can be selected such that stoichiometric or near stoichiometric conditions for combustion are provided within the combustion chamber **106**. At stoichiometric conditions, the ratio of fuel to air is such that substantially the entire second fuel charge will react with all the remaining oxygen in the combustion products **262**. When the piston **250** is at or near the TDC position and combustion chamber **106** reaches the second maximum pressure **288**, the second fuel charge **264** and the previous combustion products **262** may spontaneously ignite. Referring to FIGS. **6** to **7**, the second ignition and resulting second combustion expands the contents of the variable volume **258** forcing the piston toward the BDC position resulting in a second power stroke driving the crankshaft **256**. The second power stroke also reduces the pressure in the cylinder **252** as indicated by the downward slopping second expansion curve **290** in FIG. **10**.

The second combustion event can further incinerate the unburned combustion products from the initial combustion event such as unburned fuel and soot. The quantity or amount of hydrocarbons in the resulting second combustion products **266** remaining in the cylinder **252** may also be reduced. Referring to FIG. **8**, an exhaust stroke can be performed during which the momentum of the crankshaft **256** moves the piston **250** back to the TDC position with the exhaust valve **146** opened to discharge the second combustion products to the exhaust system. Alternatively, additional recompression and re-combustion strokes can be performed. With the exhaust valve opened as indicated by the bell-shaped exhaust curve **274** in FIG. **9**, the pressure in the cylinder can return to its initial pressure as indicated by the low, flat exhaust curve **292** in FIG. **10**.

FIG. **14** illustrates a representative flowchart of a method **400** of operating and engine system **300** featuring a blowdown turbocharger system **301**. After starting at **401**, the method includes opening the intake valves **136** during an intake stroke to introduce air into the combustion chamber **306** at **402**. The intake valves **136** close after the piston has reached the BDC position to seal the combustion chamber such that the first compression stroke compresses the air trapped in the combustion chamber **306** at **404**. At some point during the first compression stroke, fuel can be introduced into the combustion chamber **306** to create a air/fuel mixture at **406**. At a time near the time when the piston **350** reaches the TDC position, the air/fuel mixture may ignite and combust at **408**, expanding against the piston during a first power stroke and forcing the piston back to the BDC position. In a second compression stroke, the piston **350** can compress the combustion products **362** in the combustion chamber **306** at **410**. During the second compression stroke, the blowdown exhaust valve **310** can open to expel a portion of the combustion products **362** as blowdown exhaust gasses at **412**. The blowdown exhaust gas is directed through the blowdown exhaust line **305** to drive the blowdown turbine **309** at **414**, and the blowdown turbine drives the blowdown compressor **304** at **416**. The blowdown compressor **304** compresses or super-compresses air in the blowdown compressor line **308**, which is directed into the engine **302** at **418**. The blowdown compressor intake valve **114** can open to allow the compressed or super-compressed air from the blowdown compressor **304** into the combustion chamber **306**. Once the piston **350** reaches the TDC position, additional fuel can be introduced into the combustion chamber **306** to mix with the remaining combustion products **362**. The compressed air/fuel/combustion product mixture combusts at **420**, forcing the piston **350** towards the BDC position during a second power stroke. During the exhaust stroke, the exhaust valves **146** open expelling the combustion products **362** from the combustion chamber **306** as exhaust gasses at **422**.

INDUSTRIAL APPLICABILITY

The industrial application for the apparatus and methods of a six-stroke engine system with blowdown exhaust system as described herein should be readily appreciated from the foregoing discussion. The present disclosure is applicable to any type of machine utilizing an internal combustion engine performing a six-stroke combustion cycle. It may be particularly useful in increasing efficiency of machines with six-stroke internal combustion engines.

Utilizing the apparatus taught in this disclosure can increase the efficiency of the engine **302** by reducing the pressure in the engine's combustion chambers during the second compression stroke of the piston. Referring to FIGS. **12** and **13**, expelling a portion of the combustion products **362** from the variable volume **358** through the blowdown exhaust valves **310** after the first power stroke can reduce the volume or amount of material remaining within the variable volume for the piston **350** to compress during the second compression stroke. Reducing the combustion products remaining in the variable volume **358** results in less force required to compress that material. The engine **302**, thus, may work more efficiently, i.e., a larger percentage of engine power generated can be used to perform work rather than being consumed to operate the engine, when a portion of the combustion products **362** are expelled from the variable volume as blowdown exhaust gasses after the first power stroke. This is because the engine can use less energy to compress the combustion products remaining in the variable volume **358**. The relationship between efficiency and the amount of blowdown gasses expelled is generally inversely related such that expelling large amounts of combustion products **362** from the variable volume **358** results in relatively greater efficiency, while expelling small amounts of or no combustion products results in relatively lower increased efficiency. Another benefit of reducing the amount of material to compress within the variable volume **358** is reduction of the peak cylinder pressure experienced in the combustion chamber **306** during the second compression stroke and the resulting forces applied to the engine **302** components such as the piston **350**, the cylinder **352**, and other components.

A tradeoff exists, however, between the increased efficiency of the engine **302** and the amount of emissions produced by the engine. When large amounts of combustion products **362** are expelled as blowdown exhaust gasses, engine emissions may be increased. This is because the blowdown gas may contain a higher concentration of soot and un-oxidized fuel, among other compounds, than exhaust gas that is expelled after the second combustion. Thus, a trade-off between engine efficiency and emissions should be optimized, as set forth herein.

Along these lines, the blowdown turbocharger system **301** disclosed herein can help strike a balance between maximizing engine **302** efficiency and minimizing emissions produced by the engine. As disclosed herein, the blowdown exhaust gasses expelled from the combustion chamber **306** are used to drive a blowdown turbine **309**, which drives a blowdown compressor **304**. The blowdown compressor **304** super-compresses air entering the system through the intake line **132**, and can drive super-compressed air into the combustion chamber **358** through the blowdown compressor intake valve **314**. The super-compressed air can be introduced into the combustion chamber **306** when the blowdown compressor intake valve **312** opens during the second compression stroke because the super-compressed air can be arranged to be more highly pressurized than the combustion products **362** within the variable volume **358** at that time. By admitting oxygen into the cylinder in this fashion, the second compression stroke can be carried out more efficiently than would otherwise be possible without the blowdown turbocharger system **301**. The additional oxygen present in the variable volume **358** can create a leaner fuel/air mixture, which can result in more left-over fuel remaining in the cylinder after the first combustion being consumed during the second power stroke. Because more fuel is burned when more oxygen is present in the combustion chamber **306**, the combustion products **362** remaining in the combustion chamber for expulsion during the exhaust stroke will contain less soot and less unburned hydrocarbons.

Depending on operating conditions, however, it may be desirable to have more or less oxygen present in the combustion chamber **306** during the second power stroke. For example, although additional oxygen present in the combustion chamber **306** can result in lower emissions when the engine is operating at high load conditions, the additional oxygen may also cause higher temperatures and higher peak cylinder pressures within the combustion chamber. As discussed above, high peak cylinder pressures can damage the mechanical components of the engine **302**. On the other hand, as also discussed above, the peak cylinder pressure within the combustion chamber **306** can be reduced by expelling combustion products **362** out of variable volume **358** during the second compression stroke.

FIG. **15** illustrates a representative flowchart of a method **500** of controlling the engine system to optimize the conditions in the combustion chamber **306** for a given engine system **300** operating state. The method includes configuring a controller, such as controller **200**, to monitor engine system parameters and to actuate the blowdown compressor intake valve **312** and the blowdown exhaust valve **310** based on those engine system parameters. In the illustrated method, after starting at **501**, the controller **200** measures or otherwise determines a first engine parameter at **502**, such as engine load, engine speed, and/or any other suitable parameter. The first engine parameter may be a set of parameters, for example, engine speed and engine load, that are indicative of an engine operating point.

Based on the first engine parameter, the controller **200** determines a second engine parameter setpoint at **504**. The second engine parameter setpoint can be a target value for exhaust temperature, blowdown exhaust temperature, peak cylinder pressure, air temperature, or any other parameter indicative of engine behavior and that corresponds with the first engine parameter. The illustrated method also includes sensing or otherwise measuring a second engine parameter at **506**. The controller **200** can then compare the second engine parameter setpoint to the measured second engine parameter at **508**. Based on the difference between the second engine parameter setpoint and the measured second engine parameter, the controller **200** can adjust the timing of the blowdown exhaust valve **310** at **510** and the timing of the blowdown compressor intake valve **312** at **512** in a manner calculated to affect a change in the second engine parameter and bring it closer to the second engine parameter setpoint for the determined first engine parameter. The controller **200** can optimize the combustion conditions within the combustion chamber **306** based on pre-determined optimization protocols based on the first engine parameter or other engine system parameters.

By way of example, in certain embodiments, the first engine parameter can be the engine operating point as defined by an engine speed and load, and the second engine parameter can be the peak cylinder pressure. In such embodiments, the controller **200** determines the engine operating point, then determines a peak cylinder pressure setpoint based on the engine operating point. The peak cylinder pressure setpoint is a pre-determined target peak cylinder pressure for the particular engine operating point. Through sensors or other known means of acquiring the peak cylinder pressure, the controller **200** takes a measurement of the actual peak cylinder pressure. The controller **200** then compares the measured peak cylinder pressure to the peak cylinder pressure setpoint and adjusts the blowdown exhaust valve **310** and/or the blowdown compressor intake valve **312** to bring the actual peak cylinder pressure to a value nearer to the value of the peak cylinder pressure setpoint.

One way to change the peak cylinder pressure is to vary the timing and/or duration for which the blowdown exhaust valve **310** remains open during the second compression stroke. Generally, the longer the blowdown exhaust valve **310** remains open during the second compression stroke, the lower the peak cylinder pressure will be during the second power stroke. The peak cylinder pressure in this context will be lower because more combustion products **362** are expelled out of the variable volume **358** the longer the blowdown exhaust valve **310** remains open. Thus, when the measured peak cylinder pressure is greater than the peak cylinder pressure setpoint, the controller **200** may command the blowdown exhaust valve **310** to remain open for a longer period of time to expel more combustion products **362** and decrease the peak cylinder pressure.

Conversely, when the measured peak cylinder pressure is less than the peak cylinder pressure setpoint, the controller **200** can control the blowdown exhaust valve **310** to remain open for a shorter period of time to expel fewer combustion products **362** and increase the peak cylinder pressure.

Another way to change the peak cylinder pressure is to vary the time for which the blowdown compressor intake valve **312** is open during the second compression stroke. Generally, the longer the blowdown compressor intake valve **312** remains open during the second compression stroke, the higher the peak cylinder pressure may become during the second power stroke. In this context, peak cylinder pressure may increase due to more super-compressed air being introduced into the combustion chamber **358**. Thus, when the measured value of the peak cylinder pressure is greater than the peak cylinder pressure setpoint value, the controller **200** can control the blowdown compressor intake valve **312** to remain open for a shorter period of time to allow the introduction of less super-compressed air and decrease the peak cylinder pressure and/or, based on the above discussion, shorten the duration of valve opening for the blowdown exhaust valve **310**. Conversely, if the value of the measured peak cylinder pressure is less than the peak cylinder pressure setpoint value, the controller **200** can control the blowdown compressor intake valve **312** to remain open for a longer period of time and increase the peak cylinder pressure.

The illustrated method can be repeated for as long as the engine **302** is operating or for a selected range of engine parameters calculated to optimize efficiency and emissions, as well as to ensure that the engine components operate reasonably within pre-determined mechanical stress levels.

The apparatus and methods described herein can be adapted to a large variety of machines. For example, various types of industrial machines, such as off-highway trucks, backhoe loaders, compactors, feller bunchers, forest machines, industrial loaders, wheel loaders and many other machines can benefit from the methods and systems described.

It will be appreciated that the foregoing description provides examples of the disclosed system and technique. However, it is contemplated that other implementations of the disclosure may differ in detail from the foregoing examples. All references to the disclosure or examples thereof are intended to reference the particular example being discussed at that point and are not intended to imply any limitation as to the scope of the disclosure more generally. All language of distinction and disparagement with respect to certain features is intended to indicate a lack of preference for those features, but not to exclude such from the scope of the disclosure entirely unless otherwise indicated.

Recitation of ranges of values herein are merely intended to serve as a shorthand method of referring individually to each separate value falling within the range, unless otherwise indicated herein, and each separate value is incorporated into the specification as if it were individually recited herein. All methods described herein can be performed in any suitable order unless otherwise indicated herein or otherwise clearly contradicted by context.

We claim:

1. An internal combustion engine system operating on a six-stroke cycle comprising:

an engine including a combustion chamber including a piston reciprocally disposed in a cylinder to move between a top dead center position and a bottom dead center position, the combustion chamber further including:

an exhaust valve adapted to open and close to selectively expel exhaust gasses from the combustion chamber during an exhaust stroke;

a blowdown exhaust valve adapted to open and close to selectively expel blowdown exhaust gasses from the combustion chamber during a recompression stroke;

an intake valve adapted to open and close to selectively introduce air into the combustion chamber during an intake stroke; and

a blowdown compressor intake valve adapted to selectively open and close to introduce air into the combustion chamber;

an exhaust line communicating with the engine and a turbine, the exhaust line directing the exhaust gasses expelled from the exhaust valve to drive the turbine;

a compressor adapted to be driven by the turbine;

an intake line communicating with the engine and the compressor, the intake line:

receiving compressed air from the compressor; and directing a portion of the compressed air into the combustion chamber through the intake valve;

a blowdown exhaust line communicating with the engine and a blowdown turbine, the blowdown exhaust line directing blowdown exhaust gasses expelled from the blowdown exhaust valve to drive the blowdown turbine, the blowdown exhaust line being separate from the exhaust line connected to an inlet of the turbine;

a blowdown compressor adapted to be driven by the blowdown turbine; and

a blowdown compressor line communicating with the engine, the blowdown compressor, and the intake line downstream of the compressor, the blowdown compressor line:

directing a portion of the compressed air from the intake line into the blowdown compressor; and

directing super-compressed air from the blowdown compressor into the engine through the blowdown compressor intake valve;

wherein the super-compressed air is introduced through the blowdown compressor intake valve into the combustion chamber during the recompression stroke.

2. The internal combustion engine of claim **1**, wherein the blowdown turbine and the turbine are driven in parallel.

3. The internal combustion engine of claim **1**, further comprising a high-pressure EGR line fluidly communicating with the exhaust line and the intake line, wherein the high-pressure EGR line is adapted to direct at least a portion of the exhaust gasses from the exhaust line to the intake line.

4. The internal combustion engine of claim **1**, further comprising a controller configured to:

receive a signal indicative of a first engine parameter;

determine a second engine parameter setpoint based on the first engine parameter;

receive a signal indicative of a second engine parameter; and

compare the second engine parameter setpoint to the second engine parameter.

5. The internal combustion engine of claim **4**, wherein the controller is further configured to adjust a time duration that the blowdown exhaust valve remains open using a difference between the second engine parameter setpoint and the second engine parameter as a primary control parameter.

6. The internal combustion engine of claim **4**, wherein the controller is further configured to adjust a time duration that the blowdown compressor intake valve remains open based on the difference between the second engine parameter setpoint and the second engine parameter.

7. A method of reducing emissions from an internal combustion engine operating a six-stroke cycle, the method comprising:

opening an intake valve to introduce air into a combustion chamber of the internal combustion engine during an intake stroke;

closing the intake valve to halt the intake of air into the combustion chamber between commencement and completion of the intake stroke;

compressing the air in the combustion chamber during a first compression stroke;

introducing a first fuel charge into the combustion chamber during the first compression stroke to form a compressed fuel and air mixture;

combusting the compressed fuel and air mixture in the combustion chamber at the completion of the first compression stroke, thereby expanding the fuel and air mixture during a first power stroke and resulting in intermediate combustion products within the combustion chamber;

compressing at least part of the intermediate combustion products within the combustion chamber during a second compression stroke;

opening a blowdown exhaust valve to expel at least a portion of the intermediate combustion products as blowdown exhaust gasses from the combustion chamber between commencement of the first power stroke and completion of the second compression stroke;

using the blowdown exhaust gasses to drive a blowdown turbine;

driving a blowdown compressor with the blowdown turbine;

opening a blowdown compressor intake valve to introduce super-compressed air from the blowdown compressor into the combustion chamber during the second compression stroke;

closing the blowdown exhaust valve to halt expulsion of blowdown exhaust gasses from the combustion chamber between commencement of the first power stroke and completion of the second compression stroke;

closing the blowdown compressor intake valve to halt the introduction of super-compressed air into the combustion chamber between commencement of the first power stroke and completion of the second compression stroke;

combusting the compressed fuel and air mixture in the combustion chamber at the completion of the second compression stroke, thereby expanding the fuel and air mixture during a second power stroke and resulting in second combustion products within the combustion chamber;

opening an exhaust valve to expel at least a portion of the second combustion products from the combustion chamber as exhaust gasses;

directing the exhaust gasses to drive a turbine;

driving a compressor with the turbine; and

directing compressed air from the compressor to the blowdown compressor.

8. The method of claim **7**, further comprising:

determining a first engine parameter;

determining a second engine parameter setpoint based on the first engine parameter;

measuring a second engine parameter;

comparing the second engine parameter setpoint to the second engine parameter;

adjusting a time duration that the blowdown exhaust valve remains open using a difference between the second engine parameter setpoint and the second engine parameter as a primary control parameter; and

adjusting a time duration that the blowdown compressor intake valve remains open based on the difference between the second engine parameter setpoint and the second engine parameter.

9. The method of claim **8**, wherein the first engine parameter is engine speed.

10. The method of claim **8**, wherein the first engine parameter is engine load.

11. The method of claim **8**, wherein the second engine parameter is combustion chamber pressure.

12. The method of claim **8**, wherein the second engine parameter is exhaust temperature.

13. The method of claim **8**, wherein the second engine parameter is exhaust gas pressure in an exhaust manifold.

14. A machine that includes an engine, the engine comprising:

a combustion chamber including a piston reciprocally disposed in a cylinder to move between a top dead center position and a bottom dead center position, the combustion chamber further including:

an exhaust valve adapted to open and close to selectively expel exhaust gasses from the combustion chamber during an exhaust stroke;

a blowdown exhaust valve adapted to open and close to selectively expel blowdown exhaust gasses from the combustion chamber during a recompression stroke;

an intake valve adapted to open and close to selectively introduce air into the combustion chamber during an intake stroke; and

a blowdown compressor intake valve adapted to selectively open and close to introduce air into the combustion chamber;

an exhaust line communicating with the combustion chamber and a turbine, the exhaust line directing the exhaust gasses expelled from the exhaust valve to drive the turbine;

a compressor adapted to be driven by the turbine;

an intake line communicating with the combustion chamber and the compressor, the intake line:

receiving compressed air from the compressor; and

directing a portion of the compressed air into the combustion chamber through the intake valve;

a blowdown exhaust line communicating with the combustion chamber and a blowdown turbine, the blowdown exhaust line directing blowdown exhaust gasses expelled from the blowdown exhaust valve to drive the blowdown turbine, the blowdown exhaust line being separate from the exhaust line connected to an inlet of the turbine;

a blowdown compressor adapted to be driven by the blowdown turbine; and

a blowdown compressor line communicating with the combustion chamber, the blowdown compressor, and the intake line downstream of the compressor, the blowdown compressor line:

directing a portion of the compressed air from the intake line into the blowdown compressor; and

directing super-compressed air from the blowdown compressor into the combustion chamber through the blowdown compressor intake valve;

wherein the super-compressed air is introduced through the blowdown compressor intake valve into the combustion chamber during the recompression stroke.

15. The machine of claim **14**, wherein the blowdown turbine and the turbine are driven in parallel.

16. The machine of claim **14**, further comprising a high-pressure EGR line fluidly communicating with the exhaust line and the intake line, wherein the high-pressure EGR line is adapted to direct at least a portion of the exhaust gasses from the exhaust line to the intake line.

17. The machine of claim **14**, further comprising a controller configured to:

receive a signal indicative of a first engine parameter;

determine a second engine parameter setpoint based on the first engine parameter;

receive a signal indicative of a second engine parameter; and

compare the second engine parameter setpoint to the second engine parameter.

18. The machine of claim **17**, wherein the controller is further configured to adjust a time duration that the blowdown exhaust valve remains open using a difference between the second engine parameter setpoint and the second engine parameter as a primary control parameter.

19. The machine of claim **17**, wherein the controller is further configured to adjust a time duration that the blowdown compressor intake valve remains open based on the difference between the second engine parameter setpoint and the second engine parameter.

20. The machine of claim **18**, wherein the controller is further configured to adjust a time duration that the blowdown compressor intake valve remains open based on the difference between the second engine parameter setpoint and the second engine parameter.

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